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All three factories are guarded, but the old and new factories do not have a heavy guard. The sentry boxes are located at intervals of 500 meters. On the other hand, the Mexican Valley factory is heavily guarded, with sentries stationed at intervals of 100-150 meters. The entire guard personnel of Mavag numbers 2,000-3,000. Barracks and headquarters of the guard personnel are located in the new factory.

The foundry in the old factory is located in five large halls, where work is carried on day and night. Most of the products are war material. Turbine casings, locomotives, tractors, etc., are manufactured here for export to the USSR. Soviet engineers inspect the artillery pieces, which are assembled in the Mexican Valley and then tested by a Hungarian Army unit on the proving grounds near the valley. The molten steel is transported in railroad tank cars from the open-hearth furnaces to the foundry.

The general manager is Ferenc Horvath, who lives in a 6- or 8-room apartment in Győr utca, approximately 100 meters from the factory. He is [redacted] married, and has children. He makes regular inspection tours in the factory, but speaks to party functionaries and shop chiefs only.

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The plant party secretary is Jozsef Toth, a former clerk, who is not an aggressive Communist. The personnel director is Tibor Ankli. The foundry chief is Medgyesi (fnu), an engineer, who is tolerated by the party. The foundry party secretary is Jozsef Kiss, [redacted]

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Accidents are frequent due to speed up, the norms are very heavy, and earnings are low. Attendance at party day meetings is strictly supervised. There is a meeting every day: party day meeting, production conference, plant meeting, trade union meeting, etc.

There is no mess hall. The workers are embittered, and the proportion of rejects is very high (40 percent of total production). Cases of major sabotage are fairly frequent. In September 1951, a mine designed to blow up the gas generator was discovered at the last minute. The investigation failed to detect the responsible persons. In October 1951, one of the open-hearth furnaces blew up; two persons were killed and several injured.

#### NEW BOOSTER STATION [redacted]

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A new booster station was built at Kiskoros in June 1951, due to the fact that military lines are operating on carrier frequencies and carry an increased load. While the normal telephone lines are operating on frequencies ranging from 0 to 350 to 400 [sic], the frequencies of military lines are 500-22,000. A new telephone line under construction begins at Gara and passes through Bacsbokod, Csavoly, Felsoszentivan, Borotajanoshelma, and Kiskunhalas, as far as Kiskoros. The military telephone lines are made of 2-millimeter bronze.

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## LACK OF SAFETY EQUIPMENT HANDICAPS PRODUCTION

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Due to the lack of safety devices, the workers at the Bonyhad Enamel Works are unable to fulfill their norms. The proportion of rejects is very high (16 to 20 percent) due to inferior raw materials. Most of the workers have inflamed eyes, and the hands and arms of the women workers are full of eczema due to lack of protective gloves. In addition to various enamel dishes, the plant manufactures aluminum mess cups for the army.

## HEAVY FINES FOR REJECTS

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The Minister of Metallurgy and Machine Production has issued a strictly confidential order which states that production of rejects in metallurgy and machine production constitutes a violation of labor discipline. In case a worker produces more rejects than allowed, he will be tried by a social tribunal and fined from 15 to 30 percent of his monthly wages. If the worker responsible for the rejects cannot be traced, the damage is charged to the shop. The fine amounts to 300 percent of the damage.

## LEAD SHORTAGE STOPS PRODUCTION AT SOVIET-OWNED CABLE FACTORY

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operations were suspended at the Soviet-owned Kábelgyár R T (Cable Factory, Incorporated) in Budapest, due to lack of raw materials, especially lead. It is characteristic of the shortage of lead that, for several months past, electric-current meters in households have been sealed with paper bands instead of lead.

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## FAILURE IN MECHANIZATION OF THE BUILDING INDUSTRY

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In a strictly confidential meeting of the managers of the building trusts and enterprises at the Ministry of Building on 26 January 1952, it was revealed that the planned mechanization of the building industry had failed, and that building costs are substantially in excess of plan figures.

Gyorgy Laszlo, chief of the mechanization division of the Ministry of Building, accused the building enterprises of failing to make use of the machinery imported from the USSR. Under the mechanization plan, machinery equivalent to 3 horsepower per building worker had been provided for 1951. Actually, however, the machines in use were equivalent only to 2.6 horsepower per worker.

Conditions are even worse in underground construction work, where the machines in use equal only 3 horsepower per worker, as against the 5 horsepower per worker planned. As a result, employment of unskilled laborers could not be reduced in accordance with the plan.

Imre Rágyanszky, manager of Building Enterprise No 46, a member of the Communist Party, stated that his enterprise had received two Type E-251 excavators of 0.25-cubic-meter capacity each from the USSR. The Soviet mechanics were unable to place the machines in operation due to a defect in the motor. After the defect had been repaired, the machines were idle for 6-8 hours a day during the first week, due to various defects. All antifriction bearings had to be replaced. At present, both excavators are in a repair shop for the general overhauling of the electric equipment. Similar experiences were obtained in connection with the Type E-1003 excavator, with one-cubic-meter capacity. Despite these three large excavators, the largest part of the excavating work had to be done manually.

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Rogyanszky also stated that the manpower supplied by the ministry is for the most part unfit for work. Food, as well as clothing, is unsatisfactory, and the men collapse from hunger, cold, and sickness on the building sites.

After Rogyanszky's courageous speech, several other managers spoke in a similar vein. Finally Leszlo summed up the result of the meeting as follows:

1. Building machines imported from the USSR are operating well after smaller or larger repairs, but their maintenance requires more care. Difficulties arise usually after the machines are turned over by the Soviet personnel to the Hungarian workers.

2. The manpower supplied by the ministry must fulfill the prescribed norms under any circumstances.

The managers were also told that the increased cost resulting from failure to use the machines must be compensated for by increased norms of manual labor. The criticism of the Soviet machines was omitted from the minutes of the meeting.

#### SHORTAGE IN RADIO SETS

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Radio receiving sets with more than three tubes disappeared from the state radio stores during the last few weeks. In this connection, it is rumored that recently, restrictions were introduced in the radio industry, due mainly to shortages of raw materials. It is reported that after Standard Villamosagi Vallalat (Standard Electric Enterprise) had discontinued the manufacture of larger sets, Magyar Philips Muvek (Hungarian Philips Works) also discontinued the manufacture of larger sets, and that both enterprises will discontinue radio set production altogether.

Currently, only so-called people's radios and people's super radio sets having three tubes can be purchased in the stores. As a result, prices for used, large sets have increased considerably.

There is great demand for radios made by amateurs, and prices for four-tube sets begin at 1,800-2,000 forints.

#### IRON AND SCRAP METAL COLLECTION

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Vas es Fémhulladekok Ipari Vallalat (Iron and Metal Scrap Industrial Enterprise) is located at Madach Imre ut 7, Budapest, and has 18 collecting points in Budapest and a collecting point in every city. The main warehouse is located at XIII Vaci ut 39-41, Budapest.

Practically all the scrap iron in Hungary has already been collected by the enterprise, which recently requested all factories to turn in their "unnecessary" old machines. As a result, many machines which are still in operating condition are being delivered at the collecting points. These machines include many machines with Soviet labels, covered with rust, but otherwise in entirely new condition.

#### INNOVATION OF COMMUNIST MANAGER CAUSES HEAVY LOSS

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Mrs. Jozsef Vegh, manager of the Goldberger Textilnyomó es Kihészito Gyar NV (Textile Printing and Processing Works National Enterprises), Lajos u. 138, Budapest, has introduced at the plant a large number of her own innovations, for which she has received substantial reward and which have proved costly to the plant.

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Her latest innovation was a new processing fluid made of potato flour to replace the processing fluid which had previously been imported from Germany. The new fluid was tested on 26,000 forints' worth of textile material, but the processed material became knotted and was a complete waste. Investigation by a Communist committee charged sabotage.

It is well known in the plant that the first sample was satisfactory because Mrs. Vegh, in collaboration with Marta Stoic, a forelady, had mixed a large amount of the original processing fluid with the potato flour.

SHORTAGE OF DRAFTING PENS

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The so-called "Graphos" pens used for the preparation of fine technical graphs have completely disappeared from the market in Hungary. Especially the A01 and A02.5 types of "Graphos" pens are in demand, and any draftsman who possesses such a pen can become a Stakhanovite. The pens are not manufactured in Hungary but are either legally imported or smuggled in from abroad.

NORM SPECIFICATIONS FOR MACHINING A TRENCH-MORTAR BARREL

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The item contains specifications, as well as wages, for each manual operation of the machining of a trench-mortar barrel in the mass lathing shop of Rakosi Matyas Muvek (Matyas Rakosi Works).

The pay totals 0.52 forint for the machining of a barrel, the schedule for which is 8 minutes, 5 seconds, plus 12 seconds extra time.

The norm is 35 barrels per shift. The worker who fulfills this norm earns 18-20 forints per day.

STAKHANOVITE-CONSTRUCTED BUILDING COLLAPSES

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Construction of a new four-story building to be devoted to popular culture was begun in Sopron early in spring 1951. The structure, built by Stakhanovite methods, was completed on 1 November, when it was inspected by an expert committee. During the inspection, the ceiling of the second story collapsed, resulting in the death of 16 persons. The site of the accident was surrounded by police, and the members of the families of the dead and wounded were not permitted to approach the building. News of the accident was kept out of the newspapers.

THREE WORKERS KILLED IN TOSZEG ACCIDENT

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Speed-up methods used in the construction of the Toszegi Vegyeszeti Muvek (Toszeg Chemical Works) caused the death of three workers, when a concrete structure collapsed on 20 January 1952. The Communist building inspectors were only fined, despite their responsibility for the accident.

The building workers at Toszeg are constantly exposed to serious accidents due to the absence of all safety equipment. For example, the scaffolds are not equipped with railing on the second story and only with a flimsy wire railing on the third story; only half of the prescribed number of clamps is used, and the lime pits are not enclosed. As a result, injuries and minor accidents are numerous.

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## DESCRIBES CONDITIONS IN SOPRON FLOUR MILL

The Sopron Flour Mill, located at Keszegi-ut 9, Sopron, is electrified and operates day and night. The mill, operating in three shifts, has a capacity of 300 quintals of wheat and rye in 24 hours. Actually, however, the mill is unable to fulfill this requirement due to defective machinery.

The flour is supplied to Gyor-Sopron Megye, and complaints are frequent because the flour is moldy or burned. This is partly due to the fact that the grain delivered by the producers' cooperatives is frequently spoiled, and the flour mill is compelled to mix it with good-quality grain. The mill has only one clean warehouse, which is constantly moist and dusty. Operations are frequently held up by a shortage of sacks.

The norm amounts to 93 quintals of wheat or 82 quintals of rye for two trained millers and two helpers per 8-hour shift. The norms are, however, never fulfilled, due to obsolete machinery. In case of 100-percent norm fulfillment, a miller earns 700-720 forints a month; usually, however, his wages do not exceed 500-600 forints.

The mill employs 20 workers, and the manager is Ferenc Horvath, a former assistant miller. The representative of the Communist Party is Jeno Derenyi. All the old millers have been replaced because of their reactionary attitude, but even among the new workers, there are only six party members.

## REJECTS AT CANNING PLANT

According to a former employee of the Budapest Globus Konzervgyar (Globus Canned Goods Factory), the proportion of rejects was extreme at the Magdolna-ut plant of the enterprise in Budapest during the autumn and winter. Due to the fact that the contents of tins spoiled in the summer, the enterprise is using hermetically sealed glass containers. However, 30-50 percent of the glass containers crack during steaming.

The majority of the workers are unskilled and earn an average of 350 forints a month. Workers are engaged regardless of trade union membership. Enterprises like Globus are the collecting points of people who take a job only to acquire a certificate of employment from the enterprise.

## MACHINES DETERIORATE AT LARDOLINE FACTORY

The machines at Lardoline Vegyi Gyar Vállalat (Lardoline Chemical Factory Enterprises), Budapest XIV, Kerepesi ut 152, have deteriorated to such an extent as to endanger the workers. For over a year, the plant has been operating day and night in three shifts. Since a large part of the products is exported, the enterprise must fulfill its production plan at all costs.

The situation is particularly bad in the canning department, and accidents occur every day. In the second half of February, four workers were burned.

## SABOTAGE IN GYOR RAILROAD CAR FACTORY

In the shops of Gyori Vagon-es Gepgyar (Gyor Railroad Car and Machine Factory), which manufactures machine parts for export to the USSR, the proportion of rejects is high. In the foundry, for example, castings manufactured on Soviet orders usually contain excessive material, increasing the cost of machining by 35-50 percent. Also, in the warm-pressing shop, armored car bearings could not be tempered due to defective composition.

The party believes that these acts are due to "unidentifiable sabotage," indicating passive resistance and dislike for the Soviets.

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## EATING ARRANGEMENTS AT GYOR AUTOMOBILE FACTORY

The first shift in Gyori Autogyar (Gyor Automobile Factory) eat lunch at 1040 hours; the second shift, at 1800; and the third, according to the wishes of the workers. The canteen operates continuously.

The original mess hall has been converted into an air-raid shelter. Lunch time has been reduced from one hour to 20 minutes, and the workers eat lunch at their work benches.

The two-course lunch, costing 1.50 forints, is monotonous and the food is bad, often spoiled and wolly.

## SOVIET MACHINE TOOL IS OF GERMAN ORIGIN

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In January 1952, the Fogaskerekgyar Valialat (Gcar Manufacturing Enterprise), Fehervari-ut, Budapest, received a machine tool from the USSR, accompanied by two Soviet engineers and three mechanics. Recently, the workers discovered a label reading "Heidenreich & Harbeck 526/81" on the machine.

## CHEAT TRUCKERS

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In autumn 1951, Kozert (Kozsegi Elelmiszertipari Beszvenytarsasag, Municipal Food Industrial Corporation), Budapest, authorized Vilmos Hegedus, former general manager of Mateosz (Hungarian Truckers' National Association) to make contracts with 96 independent truck owners for use of their trucks.

In January 1952, the use of the trucks was discontinued and Kozert ordered the owners to report, together with their vehicles, at the Mariaucca warehouse, where the trucks were appraised at 2,000-7,000 forints by the appraisers of the Automobile Trading State Enterprise. A few weeks later, the owners were notified that their trucks had been purchased. They were also sentenced to from 10 days' to 4 months' imprisonment and fined 5,000-30,000 forints on the grounds that the trucking contracts had been illegal.

Vilmos Hegedus, together with his family, was deported in September 1951.

## EMPLOY CART OWNERS AT BUDAPEST SUBWAY CONSTRUCTION

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Removal of the excavated earth in the building of the Budapest subway was contracted for by the Kordelyosok Munkavallalo Szovetkezete (Cart Owners' Association) as well as by independent cart owners. The latter were to receive 90-120 forints a day, of which 50 forints a day were spent on feed for the horse.

Since March 1951, removal of earth has practically stopped due to the failure of Diosgyor Mavag to deliver the 14-meter-high and 30-centimeter-wide steel supports used for shoring excavations. While the contracts with the cart owners were not canceled, the pay was reduced to 16 forints a day on 15 October.

## II. EXPORTS TO THE USSR

## ORION EXPORTS TO USSR

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During the period 15 December 1951 - 15 January 1952, Orion Radio es Villamosagi Vallalat (Orion Radio and Electric Enterprise) made the following shipments to the USSR for the reparations account:

500 Orion 119 super radio receiving sets  
1,500 Orion 449 G super receiver and record player sets

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2,350 Orion 339 receiving sets  
 600 Orion B/G record players with automatic changers  
 1,000 Orion 448 thermos bottles  
 1,000 Orion 241 thermos bottles  
 3,500 Orion 242 thermos bottles  
 500 Orion 344 thermos bottles  
 900 Orion 772 thermos bottles  
 1,500 Orion 452 thermos bottles  
 9.5 tons of ampoules, pipettes, droppers, thermometers (without mercury and scale), etc., made of "B" and "A" glass material. The products were packed in units of 100 and 250, respectively. marked 101-10,005.

#### GANZ DELIVERS PRODUCTS TO SOVIET COMMISSION

The Ganz Villamosagi Vallalat (Ganz Electric Factory) delivered the following products to the Soviet receiving commission in January 1952:

46 6-horsepower electric motors  
 80 10-ampere motor switches for coal mines  
 14 1.5-horsepower electric motors  
 40 one-ampere switches  
 106 10-ampere switches  
 400 2.2-horsepower electric motors

All equipment was designed for 220-380 volts.

The commission rejected 270 electric motors, because the switch axes were made of substitute material. Four large electric motors were rejected, because the axes were not embedded in SKF roller bearings.

#### ELECTRICAL EQUIPMENT TO USSR

Standard Villamosagi Vallalat delivered the following products to the Soviet receiving commission in January 1952:

50 phase-changing condensers  
 43 railroad signal devices  
 62 railroad telephone devices (complete)  
 4 "Sz. Sp. 60871" generators  
 12 "Sz. Sp. 60851" signal generators  
 8 "Sz. Sp. 60861" tone generators

#### SHIP STORAGE BATTERIES TO USSR

The Varta Akkumulatorgyar (Varta Storage Battery Factory) shipped the following storage batteries to the USSR in January 1952:

250 6 volts, 60 amperes (3E3G) for passenger cars  
 250 6 volts, 200 amperes (3E10G) for passenger cars  
 100 6 volts, 58 amperes (3De 4) for passenger cars  
 100 6 volts, 86 amperes (3Cf 7) for passenger cars  
 100 12 volts, 120 amperes (6E 6 He) for trucks  
 100 12 volts, 200 amperes (6E 10 He) for trucks  
 100 12 volts, 200 amperes (6 V Sky 210) for trucks  
 100 12 volts, 180 amperes (6 III Sky 225) for trucks

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The enterprise manufactures 1,000-1,500 storage batteries per month for the Soviets from raw materials received from the USSR.

The manager is Davidovich (fnu), a Russian engineer, and his right-hand man is Jozsef Csanyi, a ruthless slave driver.

The enterprise conducts training courses, mostly for inexperienced young men, practically all of whom (20 per month on the average) are sent to work in the USSR after completion of the training.

#### BUILD TWO MOTOR TRAINS FOR USSR

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Two streamlined de luxe motor trains were completed at the end of January 1952 in the Miskolci Jarmjavito Vallalat (Miskolc Automobile Repair Enterprise). Each train consists of two motor cars and two passenger cars. The passenger cars are equipped with bars and kitchens, and the seats can be converted to beds. Each seat is equipped with telephone, which permits the passengers to talk with each other. The passenger cars are air conditioned. The workers were told that the trains would be shipped to India; however, all inscriptions are in Russian and the trains were sent to Zahony for shipment to the USSR.

#### SHIPS MACHINE TOOLS TO USSR

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The machine-tool factory of the Rakosi Matyas Murek (Matyas Rakosi Works) delivered the following machine tools to the Soviet receiving commission on 3 February 1952:

- 26 fine mechanical lathes, Type KIN
- 14 fine mechanical lathes, Type EKN 170
- 8 high-efficiency benches, Type EU 175/100
- 12 turret lathes, Type EAN 170
- 30 fine mechanical lathes, Type E 250/2,000
- 30 high-efficiency benches, Type MVE 280/1,500
- 10 turret lathes, Type SE 2/F 1,300
- 9 universal milling machines, Type MI
- 16 universal milling machines, Type UF 21
- 10 horizontal milling machines, Type EF 21
- 10 vertical milling machines, Type VF 21
- 10 plane lathes, Type PW 550
- 65 drills (up to 6 millimeters), Type FP 6/a
- 28 drills (up to 10 millimeters), Type FP 10/a
- 10 column drills, Type FO 23
- 5 radial drills, Type GYF 351
- 8 circular saws (for castings), Type MFF 1,000
- 10 metal-cutting machines, Type WL 2,500

New instructions have been issued relative to the packing of export shipments. Only the packing list and item numbers will be shown on the cases, while destination and the shipper must be omitted.

An index card is kept of each case shipped, showing the name of the packer. Recently, complaints have been received by the Ministry of Foreign Trade from Soviet authorities about defective packing and also stating that machine parts which did not belong together had been packed in the same crate.

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## BEKESCSABA FACTORY WORKS FOR EXPORT TO USSR

The Bekescsaba Kotottarugyar (Bekescsaba Knit Goods Factory) converted to production for export to the USSR in November 1951. Since that time, the earnings for the women workers have decreased 20 percent, partly due to an increase in norms and partly due to the fact that only the largest size net goods is being produced for the USSR.

Last November, the women workers asked for a modification in norms, but the request was refused by the management.

Since November 1951, a new balloon material spinnery has been placed in operation and is currently producing 600 parachutes a week for export to the USSR.

## DELIVERIES TO USSR BY METAL FURNITURE FACTORY

Fembutorarugyar Vallalat (Metal Furniture Factory), Budapest, XIV Dongo u. 3, exported the following to the USSR in January 1952:

- 460 collapsible cots
- 1,000 beds for railroad cars
- 100 medicine kits
- 50 medicine kits for railroad cars
- 1,800 fuel containers, of 250 liters each
- 24 bomb trucks, with a capacity of 500 kilograms, equipped with balloon tires
- 8 tool kits for airplanes

## III. BRICK PRODUCTION

## CONTROL OF BRICK FACTORIES

The administration of brick factories is supervised by Division X of the Ministry of Building. [The document describes in detail the various report forms which the brick factories are required to submit to the ministry.]

## DISAPPROVE PLANT'S 1952 BRICK-PRODUCTION PLAN

Gyormegyei Teglagyar ES (Gyor Megye Brick Factory Enterprise) fulfilled its 1951 production plan only 85 percent. The 1952 production plan of the management provided for the production of 47 million bricks. The Ministry of Building, however, did not approve this figure and demanded production of 56 million bricks and 7 million tiles (equivalent to 10 million bricks). Subsequently, the management reviewed its production plan and came to the conclusion that it was impossible for the plants of the enterprise to produce more than 50 million bricks.

## FERTOSZEPLAK BRICK FACTORY

The Fertoszeplaki Teglagyar (Fertoszeplak Brick Factory) is Plant No 2 of Gyormegyei Teglagyar (Gyor Megye Brick Factory) and occupies approximately 34 cadastral yokes. Four buildings contain the office, the machine house, and a round oven with a capacity of 2,300,000 bricks. The machinery is composed of one steel boiler, one excavator, one brick press, one tile press, one automatic cutter, two gasoline tractors, and approximately 30 hand trucks. The factory employs 180 workers, including 40-45 women.

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The manager is Lajos Nagy, Sr. [redacted] a former brick factory worker, who is an aggressive party member and terrorizes the workers. When the norms were increased Nagy threatened the workers with disclosing their political past if they failed. His salary amounts to 1,150 forints, plus approximately 400 forints' production premium per month.

The party secretary is Rezső Buza [redacted] a former brick factory worker who is also in charge of raw-material production. He is a party member but not a Communist. The party secretary is Otto Ciffrá [redacted] a former brick factory worker, and a member of the local town council. This is the only brick factory in Hungary where a permanent labor inspector is employed to increase the income of the party secretary. The labor inspector is a loyal servant of the regime and is the right-hand man of the manager.

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In comparison with average wages of brick factory workers, the wages in this plant are very high. Under the 1951 production plan, 9,800,000 bricks were to be produced, but the plan was fulfilled only 79 percent. The tile-production plan, which called for 120,000 pieces, was likewise fulfilled only 75 percent. The factory showed a deficit of 40,000 forints for 1951.

## SZERECSENY BRICK PLANT [redacted]

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The Szerécsény factory is Plant No 9 of the Gyormegyei Taglagyar ES is located on 40 cadastral yokes and includes three permanent buildings. There are nine brick-drying sheds capable of storing 1,200,000 bricks.

The machine equipment consists of two presses, two manual cutting benches, one steam boiler, and 40 hand trucks. Also, there are four horses. The plant employs between 35 and 60 workers, including 15 women.

The manager, appointed on 1 June 1951, is Imre Steczina, a former Stakhanovite brick factory worker. He is an active and violent Communist. Since taking over the management, Steczina has kept the workers practically in slavery. He denounced two workers who refused work and who were subsequently interned.

The trade union secretary is Bela D. Varga, a well-intentioned and trained brick worker. The best-paid workers are the mine blasters, who earn approximately 750 forints a month.

Under the 1951 production plan, the plant was to produce 6,500,000 bricks, but fulfilled its quota only 69 percent.

The 1951 investment plan provided for 350,000 forints for the introduction of electricity, rebuilding, and the repair of the steam boiler. The rebuilding was completed and the boiler was repaired at a total cost of 192,000 forints.

## BRICK PLANT NO 8 [redacted]

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Plant No 8 of Gyormegyei Taglagyar ES, together with the clay mine, occupies 19 cadastral yokes at Pereszteg. The plant has four permanent buildings housing the office, the boiler, the transformer, and the round oven. Drying is performed in nine drying sheds with a capacity of 100,000 bricks /a year/. The machine equipment includes one steam engine, one transmission belt, one press, and 40 hand trucks; there are also four horses in the plant.

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The manager is Gabor Nemet [redacted] a well-intentioned person but an inscrutable party member. The trade union secretary is Janos Horvath-Nemeth, [redacted] and an enthusiastic Communist. He is a member of the jaras party committee. Personally, he is harmless but is doing a great deal of damage to the workers collectively. The party secretary is Janos Ciffra, a young man who is a savage Communist.

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Under the annual production plan, the plant is to produce 5 million bricks; however, due to technical difficulties, the plan was fulfilled only 80 percent in 1951. The technical equipment is obsolete. As a result, the management is compelled to keep the plant in operation also during the off-season.

The plant had a deficit of 44,000 forints in 1951, mainly due to high production costs. Under the investment plan, 370,000 forints were allotted to the plant for the modernization of electrical installations.

## GYOR I BRICK PLANT [redacted]

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The former Gyori Gestettner Brick Factory is currently operating as the Gyor I Plant of Gyormegyei Taglagyar ES. The plant occupies 25 cadastral yokes and has four permanent buildings housing the press, the transformer, the office, worker's quarters, and the round oven. The bricks are dried in a shed with a capacity of 1,500,000 bricks. The machine equipment includes one press, one automatic cutter, one electric motor, two gasoline tractors, and 40 hand trucks. Depending on the season, 30-50 workers are employed including seven women.

The manager is Gusztav Bohm, a former mechanic who is a very well-intentioned person. Due to loose work discipline, his dismissal has been recommended. The trade union secretary is Tamas Bohm, a well-intentioned, sober, and level-headed person. Due to the small number of personnel, there is no party cell.

Only 77 percent of the 1951 raw-brick production plan, which provided for the production of 2,400,000 bricks, was fulfilled, while the baking plan was fulfilled 92 percent. The plant produces a very good quality brick. The workers are of a high caliber. Failure to fulfill the plan was due to manpower shortage.

The investment plan provided 270,000 forints for 1951 for the building of a new transformer house, the retelling of the oven, and for the construction of workers' quarters and of a public bath.

## BRICK PLANT NO 4 [redacted]

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Plant No 4 of the Gyormegyei Taglagyar ES is the former Kaiser Brick Factory at Beled. Including a gravel, sand, and clay mine, the plant occupies approximately 25 cadastral yokes and has six permanent buildings housing the boiler, the office, the round oven, the press, two workers' barracks, and nine drying sheds with a total capacity of 4 million bricks [a year].

The machine equipment consists of a steam engine, two brick presses, one tile press, one automatic cutter, one gasoline tractor, and 40 hand trucks.

The plant has 900 workers, including 15 percent women. The manager is Janos Csutor, 28 years old, a former brick factory worker. He is a savage Communist and a slave driver and has a monthly pay of 1,150 forints, plus 350 forints per production premium.

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The trade union secretary is Sandor Hajto, a [redacted] former brick factory worker. He is a party member and harmless. He dismissed Dr Sandor Nagy, administrator, and rehired him as a clay miner. The party secretary is Ignac Horvath, a former worker. Although he is a party member, he is entirely inactive as a Communist.

The average wages of the workers amount to 800 forints a month.

Under the 1951 production plan, the plant was to produce 6 million bricks and 3 million tiles. The plan was fulfilled 97 percent, and there was a 19,000-forint deficit as of 31 October 1951. The 1951 investment plan provided for 170,000 forints.

BRICK PLANT NO 3 [redacted]

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The Gyorezentmarton Brick Factory is Plant No 3 of Gyormegyei Teglagyar ES. Together with its clay and gravel mines, it occupies an area of 25 cadastral yokes and has three permanent buildings and four drying sheds. Prior to socialization, the plant was the property of the Benedictine Order.

The manager is Janos Avato, who was the manager prior to socialization. He has been able to keep his job due to his invention with which he converts the poor raw material of the mine into the best brick material in Hungary. He is a high-class expert, not a Communist, and not even a party member. He has a monthly pay of 1,150 forints and 400 forints as a production premium. The trade union secretary is Koczán (fnm), a former brick worker and an aggressive Communist. The party secretary is Lajos Pócs, a former brick worker and a former member of the Hungarian Nazi Party. During the inflationary period, he was imprisoned for 6 months for black marketing; at present, he is a member of the yards party committee and a professional police spy.

The workers number 120, including 30 percent women. Under the 1951 production plan, the plant was to produce 7 million bricks, and it fulfilled its quota 103 percent due to good material and well-trained personnel.

The high-quality bricks produced in this plant are shipped to Sztalinvaros and Inota.

BRICK PLANT NO 5 [redacted]

50X1-HUM

The brick plant at Ivancser is Plant No 5 of the Gyormegyei Teglagyar ES. It occupies 15 cadastral yokes, and has two permanent buildings, in addition to six drying sheds with a capacity of one million bricks. It has no machine equipment because all operations are manual.

The manager is Ferenc Hajto, a former brick worker and graduate of a party school. He is an enthusiastic Communist and a slave driver, who denounced his predecessor, Sandor Szani. The trade union secretary is Andor Klement, a 55-year-old brick worker, well-intentioned and a party member. Officially the plant has only 40 workers, but the wives and children of the workers are also employed without pay.

The 1951 production plan provided for 4 million bricks, but only 61 percent was fulfilled. The ovens are in poor shape, and no investment allotment has been provided for the rebuilding of the ovens.

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BRICK PLANTS NO 6, 7 [REDACTED]

The Csepreg Brick Factory, Plant No 6 of the Gyormegyei Teglagyar ES, occupies 38 cadastral yokes, and has six permanent buildings, in addition to six drying sheds with a capacity of 7 million bricks.

The trade union secretary is Ferenc Horvath, a [REDACTED] active party member. The party secretary, Lajos Nemeth, is a slave driver and is hated by all workers.

50X1-HUM

The No 7 Plant at Repcevis is operating under the direction of the above persons and employs 140 workers including 8 percent women.

The annual production plan of the Csepreg Brick Factory provides for 8,500,000 bricks, in addition to 1,500,000 bricks at the Repcevis plant. The production plan was fulfilled 80 percent at Csepreg and 72.4 percent at Repcevis.

BRICK PLANT NO 11 [REDACTED]

50X1-HUM

The former Erdelyi Brick Factory at Gyor has been renamed Plant No 11 of the Gyormegyei Teglagyar ES. It occupies 30 cadastral yokes, has three permanent buildings, and employs 30 workers including 17 women.

The manager is Sandor Buza, an active party member. He is a slave driver and was an agent of the Csorna police station at the time the plant was nationalized. During his short tenure of office, he has denounced six persons, including Lajos Takacs. The party secretary is Illes Monus, [REDACTED] active Communist. He had to call for police protection on several occasions because the workers wanted to assault him.

50X1-HUM

The 1951 production plan provided for 4,500,000 crude and 4,500,000 baked bricks. The plan was fulfilled 62 percent and 71 percent, respectively. The quality of the bricks produced is poor due to heavy turnover in the personnel.

## IV. COAL MINING

ACCIDENT IN TATABANYA KEPT SECRET [REDACTED]

50X1-HUM

At the beginning of August 1951, the No 14 shaft at Tatabanya was flooded, and 18 miners drowned. The miners had called the attention of the management to the impending accident several days previously; nevertheless, no safety measures were taken.

This was not the first accident in the No 14 shaft, which is located under several small lakes. The security police arrived promptly after the accident, closed off the area of the shaft, and did not permit the members of the families of the dead miners to approach the mine. News of the accident was kept out of the newspapers, and seven miners who talked about the catastrophe was arrested by the security police.

MINERS MIX STONE WITH COAL [REDACTED]

50X1-HUM

The Minister of Mining and Power, acting on a report by the Hungarian State Railroads that stone was being mixed with coal at the Tatabanya coal mines, instituted an investigation. The investigation revealed that the shaft truckers were mixing stone with the coal to fulfill their quotas.

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## COAL MINERS FORFEIT HARVEST VACATION

During a production meeting at the Nagymanyok coal mine, Bela Csatari, the delegate of the Ministry of Mining and Power, told the workers that, in accordance with a resolution of the Council of Ministers, harvest vacations will no longer be granted to coal miners.

The state farms and producers' cooperatives have been notified of the resolution and were instructed to refrain from engaging seasonal workers, except through the megye or jarnas manpower office. Workers who quit the mine during harvest will be dealt with severely.

## MINERS TURN AGAINST RAKOSI

50X1-HUM

Until 1949, the miners have enjoyed the special favor of Matyas Rakosi, as well as of the Hungarian Cominform. However, since 1949, the standard of living of miners has deteriorated to such an extent that they have revolted and become openly hostile to the regime.

Rakosi talked to a miners' meeting at Tatabanya at the end of 1949 and found the atmosphere so hostile that he has kept away from the miners since then. On important holidays, only Rakosi's representatives appeared at miners' meetings, on which occasions the miners made unfavorable comments about Rakosi and demanded his personal appearance. Rakosi did not appear even on the site of a mine catastrophe at Tatabanya at the end of 1950 or in any of the festivities during 1951.

## V. DANUBE NAVIGATION

## INFORMATION ON MESZHART

50X1-HUM

The central office of MESZHART (Magyar-Szovjet Hajozasi Reszvenytarsasag, Hungarian Soviet Navigation Corporation) is located at Budapest V, Maria Valeria-utca 11. The general manager is Okhormikov (fnu), a Soviet citizen. He wears a naval uniform and a civilian hat. Chief of the Hungarian section is Ferenc Kaser, a non-Communist. His deputy, as well as the party representative, is Erno Legeny, a ship's captain and a savage Communist.

Chief of the personnel department is Janos Venczel, who is loyal to the regime but is not a Communist. The chief of the traffic department is Farkasits (fnu), a non-Communist. The trade union secretary is Lajos Meszaros, and his deputy is Orkenyi (fnu). Both are savage Communists.

The MESZHART fleet comprises the following vessels:

Passenger Ships

Tohotom and Elod, each 780 horsepower; Szent Istvan, Felasabadulas (previously Szent Imre), Deak Ferenc, and Szabadseg (previously Zsofia), each 750 horsepower and accommodating 1,200 passengers; Leanyfalu, Petofi (previously Szent Laszlo), and Tancsics (previously Gellert), each 700 horsepower and accommodating 1,200 passengers; the Tisza River steamers Rakosi Matyas, 350 passengers, and Koros, 300 passengers; and the Tisza River motorboat Delibab, 200 passengers.

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Tugboats and Freighters

Tugboats: Esztergom, 1,200 horsepower; Győr, 860 horsepower; Csaba, Kekes, and Bihar, each 760 horsepower; Szigliget and Tihany, each 640 horsepower; Stefania, 450 horsepower; Zoltan, Kelet, and Beke, each 350 horsepower; Vasarhelyi Pal, 300 horsepower; Csaba and Ipoly, each 250 horsepower; Raba, 200 horsepower; Sajó and Arca, each 100 horsepower; and Monacs, 840 horsepower.

Freighters: Lehel, Magyar, Hunor, and Etele, each 860 horsepower and with a capacity of 61 carloads; and Gonyu, 860 horsepower, capacity 40 carloads.

MESZHART also has 18 barges, each with a capacity of 103 carloads, and 120 barges with a capacity of 17-80 carloads each.

The following captains are permitted to go to the lower Danube and Vienna: Laszlo Miklos, Karoly Szalla, Artur Losits, Janos Nemeth, Istvan Karsai, Karoly Baltay, Janos Molnar, Ede Konecz, and Pakolitz (fnu), who is the most faithful Communist and a slave driver.

MESZHART FLEET AND ORGANIZATION

50X1-HUM

Hungary's inland navigation is in the hands of MESZHART, which is also an important link in the transportation system of the USSR. MESZHART vessels load shipments consigned to the USSR at the following ports: Csepel -- oil, gasoline, bauxite, tar paper, iron products, and machines; Adony -- bauxite; Komárom -- bauxite; Szony -- oil and gasoline; and Almasfuzito -- oil and gasoline.

Consignments for the USSR are loaded on MESZHART vessels also at Vienna.

The salaries paid to vessel personnel are as follows: captain, 900-1,000 forints; second captain, 700-800; purser 700; chief engineer, 900-1,000; second engineer, 700; machinist, 600; apprentice, 600; stoker, 650; seaman, 490-510; and barge helmsman, 650-700 forints.

The MESZHART fleet is composed of the following vessels:

Tankers

Fifty-carload capacity vessels: T61, T82, T83, T84, T85, T86, T87, and one old tanker.

One hundred-carload capacity vessel: T 101.

Tugboats

Eight hundred sidewheelers, each with a crew of 21: Kekes, Kazan, Tohotom, Bihar, and Elod.

Six hundred horsepower: Haladas (diesel), previously named Turnu Severin, and Cserhalom.

Four hundred and fifty horsepower: Szigliget and Tihany, both equipped with steam engines.

Three hundred horsepower: Kelet (steamer).

Five hundred horsepower: Beke (steamer).

Four hundred horsepower: Stefania.

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Small Sidewheelers

Ipoly and Csaba

Propellers on the Tisza

Raba and Sajó.

Motor Tugboats

Szechenyi, Baross, Magyar, Etele, and Hunor. The last four are 800 horsepower. All are equipped with diesel engines, and each has a crew of ten.

Modern Motor Tugboats

Győr and Mohács.

Seagoing Vessels

Tisza, Budapest, Debrecen, and Szeged.

MESZHART is headed by a general manager. The manager of the Hungarian section is Ferenc Haas, an old ship's captain; Erno Legenye, a convinced Communist, is deputy section manager; and Lajos Groos is in charge of seamen's passports.

MESZHART VESSELS DETERIORATE

50X1-HUM

In 1947, the USSR seized, on the pretext of German ownership, the following vessels: Beke, Haladás, Motor I, Motor II, as well as 14 barges. At that time, MEFTER (Magyar Polym és Tengerhajozási Reszvenytársaság, Hungarian River and Sea Navigation Corporation) had the following vessels in operation: Szechenyi, Maros, Mohács, Győr, Buda, Etele, Hunor, Magyar, Baja, Gonyu, Szamos, Tokotom, Elod, Zoltan, Csaba, Ipolyas, Fulton, Vasarhelyi Pal, Sajó, Margita, Verecke, and Ercsi. The Soviets merged their vessel holdings with those of MEFTER and this consolidation resulted in the formation of the existing MESZHART.

Due to lack of proper maintenance, the MESZHART fleet has deteriorated to such an extent that the vessels may have to be withdrawn from operation within a year.

The prescribed performance for an 800-horsepower tug is 550 carloads downstream and 440 carloads upstream at a speed of 5 kilometers per hour. However, the tugs could tow only 280-300 carloads downstream and 220-240 carloads upstream when the foregoing norm was introduced.

The vessels are frequently laid up due to breakdowns resulting from overloading.

BUILD NEW TYPE POCKET TUG

50X1-HUM

Production of a new pocket tug was begun in January 1952 in the shipyard of MESZHART in Budapest. The body of the tug is made of a light alloy called "Alclad." Technical details are as follows: length, 6,705 millimeters; width, 1,829 millimeters; depth, 1,361 millimeters; draft, 662 millimeters; twin engines, 80 horsepower with three speeds; and propeller diameter, 533 millimeters.

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The engine can be assembled in 2 hours and can be transported on automobiles or planes. According to production plans, nine pocket tugs will be produced per month; 11 have already been completed since January 1952. All tugs have been shipped by train to Zahony.

#### WJPEST WINTER PORT

50X1-HUM

The Danube passenger ships are laid up from 1 November or December until 15 March in the Ujpest winter port, where they undergo minor repairs. The barracks, originally built for the ships' crews in 1943, have been diverted to other purposes. Currently, they house the headquarters of the winter port, party offices, lectures rooms, and storage warehouses. The chief party functionary also lives in the barracks. The crews and their families spend the winter months miserably on the vessels. The men are compelled to attend ideological courses to make up for the lack of education during the working season.

The commander of the winter port is Jozsef Kecskemetik a former stoker and a spiteful Communist.

#### SCREEN CREWS ON DANUBE VESSELS

50X1-HUM

To get a job on a MESZHART passenger steamer, the applicant is required to submit a detailed autobiography. If the autobiography is found acceptable, the applicant is processed for employment. No applicant is considered for employment unless he satisfies the requirements for trips abroad. The work is hard; theoretically, the daily shift is 8 hours a day, but actually, the men are often in service for several days uninterruptedly.

The basic pay of a seaman is 480 forints a month, which increases to 515 forints a month after 10 years' service. A bargeman earns 650 forints a month during the heavy season; a seaman serving on a steamer may earn, together with allowances, as much as 900 forints. Crew members of steamers navigating on the lower Danube earn 30-100 forints more a month.

#### WOMEN SAILORS TO BE TRAINED AT MESZHART

50X1-HUM

A 6-week training course for women sailors was started in the shipyards of MESZHART. After graduation, the women sailors will replace the young sailors, who will be recruited for the state security police and the river police next spring. The young sailors have already been asked by the party organization to volunteer for service.

MESZHART is planning to reduce the male personnel next spring. The married sailors were instructed to train their wives.

#### INCREASED NORMS AT OBUDA SHIPYARDS

50X1-HUM

At a meeting of riveters at the Obuda Shipyards, the management, together with the Stakhanovites, increased the work norms from 56 to 65 rivets per hour. Several workers protested, explaining that the high output of Stakhanovites is due to the fact that work is prepared for them by skilled workers, while the helpers of other workers are unskilled laborers.

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